

PASS ALCOHOL BILL

Senators Amend Law to Aid Small Distillers.

PENSION VOTED MRS. HAWLEY

Wife of Late Senator from Connecticut May Receive Gratuity of \$50 Per Month—Many Personalities in Two-hour Debate—Some Minor Business Is Promptly Disposed Of.

The House bill amending the act relating to denatured alcohol passed the Senate yesterday by 65 to 1. Senator Pettus voting in the negative.

The result was reached after two hours of debate on the Finance Committee's amendment, which required a government storekeeper to be present during the entire period of distillation of spirits. Its opponents claimed it would have involved so much expense as to make the operation of the law impracticable in its relation to small distillers in agricultural communities. The amendment was rejected by a vote of 15 yeas, all Republicans, to 47 nays.

The following Republicans voted against the amendment: Beveridge, Burnham, Bulkeley, Burkett, Brandegee, Carter, Clapp, Du Pont, Dewey, Dillingham, Frye, Fulton, Gable, Hanchborough, Knox, Long, McCumber, Millard, Mulkey, Penrose, Piles, Proctor, Smith, Sutherland, and Warner—25.

The object of the bill is to relax the government inspection to permit the manufacture of spirits for denaturing uses in small quantities for the purpose of introducing the use of the denatured product into agricultural and industrial communities as now prevalent in Germany. It was intended to satisfy the complaints of Western farmers, who claimed that the act passed last year was so framed as to deny to them the benefits which the legislation as originally planned was designed to confer.

Before adjourning last night, the House concurred in the Senate amendments to the bill, and it now goes to the President.

Discussion of Pensions.

Senator Bulkeley precipitated an interesting debate by calling up a bill authorizing a pension of \$100 a month to Mrs. Edith A. Hawley, wife of the late Senator Hawley, of Connecticut, who was a brigadier general on the retired list. On motion of Mr. Bulkeley the amount was reduced to \$60 a month. The bill, which was finally passed, was opposed by Senator McCumber. His objection was that it had been reported adversely by unanimous vote of the Pension Committee because it had been shown that Mrs. Hawley had an independent income. Mrs. Hawley's estate, according to her own statement, was \$50,000, yielding \$2,500 a year. Mrs. Hawley resides abroad. It was said. Under the pension laws Mrs. Hawley had no pensionable status.

Senator Gallinger explained that, although Gen. Hawley was not upon the retired list in his last illness, by act of Congress, he lived only long enough to draw one month's retired pay.

Senator Scott attacked Mr. McCumber, who, he said, had opposed the pensions for army nurses and had voted for a pension of \$30 a month to the widow of Stonewall Jackson.

Senator McCumber sharply resented the attack by saying that it was shown that Mrs. Jackson was penniless, and was pensioned as the widow of an officer in the Mexican war. He said he opposed pensioning army nurses who served six years and \$25, while soldiers who served four years received only \$12.

Reference was made to the fact that Mrs. Sheridan drew \$2,500 a year, and Mrs. Logan, \$2,000. Senator Gallinger said he considered the debate on the bill a poor tribute to the memory of Gen. Hawley. Senator Smoot explained that Mrs. Hawley's property interests referred to consisted of a newspaper plant, "and," he said, "we all know how precarious is an investment in such a business."

Senator Blackburn and Senator Pettus, Democrats, and colleagues of the late Senator Hawley on the Military Affairs Committee, defended the bill, as did Senator Spooner.

A splendid tribute to the services and honesty of the late Gen. Hawley was paid by Senator Aldrich. The bill was then passed without division.

General Business Transacted.

A resolution directing the Interstate Commerce Commission to investigate and report to the Senate at the earliest possible date on the alleged practices of the five leading express companies of the United States in carrying fruits, vegetables, and oysters in violation of their articles of incorporation and to the detriment of the business of jobbers in such articles was introduced by Senator Burkett. He proposed it at the instance of the recent convention of the eastern Fruit Jobbers' Association at Kansas City. Senator Keen called attention to the fact that some of the express companies named were not incorporated. At his request the resolution went over until today.

Senator Clarke, of Arkansas, introduced a resolution for a commission of three Senators to visit Hot Springs and report on the conduct of the Hot Springs Sanitarium as to the issue of water rights and licensing of physicians. The resolution was referred to a committee.

The Aldrich resolution was passed, authorizing the Finance Committee to sit in the vacation of Congress and take testimony regarding customs, internal revenue, and other fiscal subjects.

After a brief executive session, the Senate adjourned to 11 o'clock today.

Improvement of Otis Street.

Mr. Schneebeli, of Pennsylvania, introduced in the House yesterday a bill appropriating \$30,000 to grade, macadamize, and improve with curbing and gutters Otis street, between Twelfth street northeast and Queens Chapel road in Brookland. The bill provides that the abutting property owners shall dedicate the required land.

Will Visit Louisiana.

Members of the Rivers and Harbors Committee will go to Louisiana as the guests of the delegation from that State, leaving Washington March 15. They will make a tour of the State, inspecting the waterways for which appropriations for improvements are desired.

Frazier Goes on Military Committee.

At his request Senator Blackburn, whose term expires Monday, was excused from service on the Military Committee yesterday, and Senator Frazier was named in his stead. The committee is to continue its investigation of the Brownsville affray, and it was desired to keep the membership intact.

Senator Stone Ill.

Senator Stone, of Missouri, is confined to his apartments in the Raleigh Hotel with an attack of bronchial trouble. His secretary said last night that the trouble was not serious.

CONGRESS IN BRIEF.

The Senate passed the Handcuff bill amending the denatured alcohol law in the interest of small distillers. A bill providing a pension of \$50 for the widow of Senator Hawley, of Connecticut, also passed, after a two-hour debate. A brief executive session was held, and the Senate adjourned to 11 o'clock today.

BABCOCK GOING OUT RIGHT.

House District Committee Gives Him Fine, Big Loving Cup.

The members of the House District Committee presented to Chairman Babcock yesterday a big three-handled loving cup, a foot and a half high, weighing seven or eight pounds, and decorated with a beautiful floral pattern worked out in the highest style of the silversmith's art. Mr. Olcott, of New York, a member of the committee, made the presentation speech, which closed with the remark that "if the cup could hold fifty times its measure it could not contain all of the affection the committee had for its chairman." Mr. Babcock replied, expressing his heartfelt sorrow at retiring.

The cup bears the following inscription: "Presented to Hon. Joseph W. Babcock by the members of the Committee on the District of Columbia for the Fifty-ninth Congress as a token of esteem and as a testimonial to his long, faithful, and efficient service to the best interests of the District of Columbia."

A general expression of esteem came from practically all the members of the committee, and resolutions were adopted expressing regret at the departure of Mr. Babcock, and of the retirement of the clerk of the committee, Mr. Harry W. Barney. Of Mr. Barney the committee said that he had "discharged every duty of his position with constant fidelity to the interests of the committee, and had been uniformly courteous and kind to each of its members, and we think his place cannot be supplied by any one of less experience than himself without material loss to the best interests of the District of Columbia, and we hope his services as clerk will be continued."

The members of the committee urged Mr. Barney to remain as clerk, a request in which they were joined by the newspaper men, who have always found Mr. Barney a most obliging and helpful official.

Incidentally the committee declined to act on the Morrell and Maden resolutions for an investigation of public utility corporations in the District of Columbia.

LAST MONEY BILL IS PASSED

House Eliminates Mileage Decrease on Point of Order.

Reclassification of Clerks in Departments Proposed by Amendments, but Is Also Ruled Out.

The last of the great appropriation bills, the general deficiency, was taken up in the House yesterday, after a brief struggle as to the method of consideration, and passed late yesterday evening.

On a point of order by Mr. Mann, the appropriation of \$5,000 to pay crews of revenue cutters for personal losses sustained in the San Francisco earthquake and fire went out.

An item of \$25,000 was inserted to provide amusements for the occupants of national soldiers' homes, formerly paid for from the proceeds of sales at the canteens, which go out of existence Monday.

Consideration of the bill was interrupted at 1 o'clock by the report of the House on a point of order by Mr. Mann, the bill was again taken up. Mr. Grosvenor offered his usual amendment, giving all employees of Congress a month's extra pay, and it was adopted.

On a point of order made by several members from the Pacific Coast, the proposed reduction of mileage of Congressmen from 20 to 8 cents went out.

Mr. Littauer and Mr. Tawney offered amendments providing an entire reclassification of the clerical force of the departments in Washington. A point of order was made by Mr. Mann, and they were not considered.

Mr. Sheppard offered an amendment providing \$100,000 for the continuation of the Oklahoma constitutional convention for a period of thirty days. To this Mr. Littauer made the point of order that it was not a bill, and it was not considered.

Mr. Sheppard said Congress had appropriated for the convention for sixty days, and as a continuing project provision for thirty days more was not subject to the point of order.

Speaker Cannon held that in law it was not a continuing project. "It may be a continuing convention," he added. "The point is sustained." The bill was then passed, and at 8:30 o'clock, the House adjourned until today.

The Presidency—1908.

You are already interested? Or curious? Every reader of the Washington Herald will present in this important subject. The Washington Herald will present in this important subject. The Washington Herald will present in this important subject.

HEARST'S CORPORATION BILL.

Elaborate Law Proposed to Regulate Corporate Organizations.

With one whole legislative day remaining in which the Fifty-ninth Congress can do business Mr. Hearst yesterday introduced a bill, covering thirty-six typewritten pages, and entitled "An act to provide for the national incorporation and control of corporations engaged in commerce among the several States."

Notwithstanding the want of time to consider the measure it will be printed and distributed. Printed, the bill will cover sixty pages, and cost the government \$115. Mr. Hearst was not present yesterday, and the bill was dropped in the bill basket by some proxy, whose identity has not been established.

House Passes Peace Bill.

The House yesterday passed the Senate bill, introduced by Senator Daniel, of Virginia, to establish a foundation for the promotion of universal peace. The details of the measure were fully explained in The Washington Herald recently.

Always the Same.

Tharp's Pure Berkeley Rye

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FIX RAILWAY HOURS

Conferees Submit Terms of Compromise Agreement.

PROTECTS THE TELEGRAPHERS

Final Phrasing of Limitation as to Hours Regarded as Likely to Cause Dissatisfaction to Employers and Managers—In Conference Bill Is Improved from Previous Drafts.

The conferees on the hours-of-service bill agreed yesterday and signed their report, which was later submitted to the House. As finally modified, the bill is far less obnoxious to the railway workmen and railway managers than might have been expected after the strenuous contest that has been waged over it for weeks past.

The section applying to telegraphers provides that train dispatchers and dispatchers' operators shall not be required to work for a longer period than eight hours in any twenty-four-hour period, except in emergencies, when they may be worked twelve hours.

The conferees inserted the following clause: "And that no employee who, by the use of telegraph or telephone, transmitting, receiving, or delivering orders pertaining to or affecting train movements (excepting those who issue train orders), or who is charged with the operation of signals or switches from towers, offices, or stations, shall be required or permitted to be or remain on duty for a longer period than twelve hours in the aggregate in any twenty-four-hour period."

"The section as to the liability of railway officials in cases of violation of the law has been changed, so that the responsibility clause reads as follows: "The common carrier shall be deemed to have had knowledge of all acts of all its officers or agents."

Clause on Hours of Service.

The clause as to hours of service now reads as follows: "No such employee who has been on duty sixteen hours in the aggregate in any twenty-four-hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours of duty."

In the former draft of the bill, as passed by the House, there follows at the end of the above sentence, the words "within such twenty-four-hour period." These latter words have been stricken out in conference.

The effect of this, as construed by the friends of the bill, will be to give satisfaction to neither employees nor managers. In the first place, the bill, in a clause preceding, requires that when an employee has worked sixteen consecutive hours he must have at least ten hours off duty.

But if he works eight hours, rest two, four, or eight hours, and again works eight hours, it is absolutely necessary to rest him eight consecutive hours before he can be ordered on duty again. If a railway manager wants to send a crew out to handle a train of freight in times of congestion, where the locomotive goes "empty" one way, there would be great difficulty in complying with the law.

Among those who represent the railway men's organization, the result was fixed in the conference report is regarded as more a matter of accident than intention. The language is spoken of as a blunder, and likely to make the law a dead letter, or, at least, impossible of execution, likely to lead to much difficulty and expense.

In the final section the Interstate Commerce Commission is given power to enforce its act. All powers granted to the commission by Congress are extended to it in the execution of the law.

Secretary Mooley's Position.

In spite of all reports to the contrary, the fact appears that Secretary Mooley was called by that committee. His expert knowledge was desired. He gave his views on the bill in its original and amended form. He said that he was in favor of an eight-hour law where it was practicable measure, but in the present case he did not think that twelve hours was too long. In explanation of his views, he said that the Interstate Commerce Commission was doing all in its power to extend the use of the block-signal system. There was no law compelling its use, but there was a movement among numerous roads to extend several thousand miles this year. They were not likely to do it if an eight-hour shift was made compulsory and the expense were increased to the extent of the wages of one man for each work station. The hours-of-service bill was in the interests of the men, but primarily intended for the protection of the public, he thought. He thought a twelve-hour law would serve the purpose better than an eight-hour law under the circumstances.

ABANDONS MAIL PAY REFORM.

Senate Recedes from La Follette Amendment—Naval Bill Agreed On.

The government is to continue to pay the railroads at least \$5,000,000 a year more than they earn for the transportation of mail matter, the Senate having receded from its amendment to the post-office appropriation bill providing that in determining average daily weights the aggregate weight carried in a given period be divided by the whole number of days in that period, instead of by the whole number of days, less the number of Sundays, as at present.

Representative Murdock made a hard fight for the retention of the House, with- out success. Senator La Follette succeeded in getting the proposed change in the bill as passed by the Senate, but it went out in conference. The Senate also receded from its amendment requiring postal cars to be equipped with electric lights, as a protection for postal clerks, after January 1, 1908. Both Houses agreed to the conference report on the bill yesterday.

Senator Proctor, chairman of the Committee on Agriculture, submitted the conference report on the agricultural appropriation bill to the Senate yesterday. He explained that an agreement had been reached on all the questions except the amendment increasing appropriations for State agricultural colleges. The Senate agreed to his motion to insist on the amendment, and returned the bill to conference.

The conference report on the naval appropriation bill was presented in the Senate and adopted yesterday afternoon. Mr. Tillman made an earnest appeal that the Senate insist on its amendment appropriating \$50,000 for a naval training station at Port Royal, S. C., but was voted down. That action practically disposed of the bill.

Eulogies in Senate Today.

The Senate will devote a part of today to eulogies on the late Representatives Rixey, of Virginia, and Henry C. Adams, of Wisconsin.

MAIL SUBSIDY BILL PASSED BY HOUSE

CONTINUED FROM FIRST PAGE.

MAINTAINED IN A CONDITION TO DEVELOP SUCH SPEED AT ANY TIME WHILE AT SEA IN ORDINARY WEATHER.

The trials, it is provided, shall be made under the direction and supervision of a board of naval officers appointed by the Secretary of the Navy. The provisions with reference to the naval reserve remain as heretofore outlined.

Marine League Not Satisfied.

Harvey D. Goulden, of Cleveland, president of the Merchant Marine League, which has led the fight for subsidy, said last night that he is not satisfied with the bill as passed by the House, but that his organization is willing to accept it on the theory that half a loaf, or even a few crumbs, is better than no bread.

Intense interest prevails as to what disposition the Senate will make of the House substitute for the Senate, or Gallinger bill. Up to the time of adjournment last night no disposition had appeared among the Democratic Senators to filibuster against the bill. A number of them, however, insisted that the measure would not pass, and declared that there were seven or eight Senators on their side who would make speeches against it. No verification was forthcoming in the report, current earlier in the day, that Senator Bailey, who is now hastening back to Washington, would undertake the task of talking the bill to death.

Several Democrats said that they had not paid much attention to the prospect that the subsidy bill would be taken up for consideration, because they thought it had little chance to pass the House. Yesterday afternoon, when it seemed likely that the House had actually defeated the measure, the Democratic Senators and some Republicans congratulated themselves that the bill would not come to them for action. One prominent Republican Senator, whose name has been identified with subsidy legislation from the inception of the bill, said yesterday he did not care whether the House measure passed or not.

Senate Leaders Favorable.

At the same time that these expressions of feeling are common, it was noted that the Republican leaders were busy at work organizing to pass the House measure. As far as an expression of opinion could be had, it was to the effect that no attempt should be made to convert the bill to the original form and substance of the Gallinger bill, but in conference there might be some attempt to shape up subsidy advantages for the Oriental lines. The Republican Senators expect to support the House bill strictly as a matter of party solidarity on subsidy, and with reference to the possibilities in the future that will follow the "entering wedge."

A prominent Democratic Senator said last night that it was the understanding that some plan would be formed this morning as to the attitude of the minority. "We may decide to debate the bill to a finish," he said, "and we shall all vote against it, of course."

The Democrats have not thought of holding a caucus to decide what to do, as there seem to be no differences among them as to what should be done. Some of them seem to expect that accident or Republican indifference may kill the bill without their active opposition to it.

The Townsend amendment, striking out the provision for a mail line to China, via Hawaii, from San Francisco, was pending when the Committee of the Whole House resumed consideration of the subsidy bill yesterday. It was agreed to, 134 to 100. The motions to eliminate the provisions for the Orient direct, via Manila, and for a line from the Pacific Coast to Australia, via the Samoan Islands, were carried by votes of 120 to 105, and 129 to 111, respectively.

Mr. Fordney's amendment, reducing the compensation for the New York-Buenos Ayres line from \$400,000 to \$350,000, was defeated—140 to 114.

Mr. Humphrey, of Washington, attempted to play politics by moving to strike out the provision for a line from the Gulf of Mexico port to Panama, saying he wished to ascertain whether certain members were opposing subsidy because the principle was obnoxious to them, or whether they would favor a line which might benefit their section. He found out what he wanted to know, for practically every Southern Democrat voted for the amendment, and provision for the line named went out—118 to 105.

Provisions of the Bill.

The Littauer bill, as substituted for the Senate bill, and passed, provides mail subsidies for but four steamship lines. Two of these are from a port or ports on the Atlantic coast to ports in Brazil and Argentina, respectively; another is from a Gulf of Mexico port to Brazil, and the fourth is from a Pacific port to Panama, Peru, and Chile. The amendments relating to Oriental lines, and the Australasian line, were eliminated by the Committee of the Whole during the day, and thus providing for a line from Gulf port to Panama. Furthermore, in order to secure certain Republican votes, the managers of the Littauer bill were compelled to promise that one of the Atlantic lines would be stricken out in conference, thus leaving but three lines to South American ports—one from the Atlantic coast, one from the Gulf coast, and one from the Pacific coast. The bill as it passed the House provides for an expenditure of \$1,000,000 to \$2,500,000 a year, according to whether the schedules shall be fortnightly or monthly.

In order to benefit from the proposed subsidy, ships must be heretofore built in the United States, and must maintain a speed of at least sixteen knots an hour. It is provided, however, that the requirements as to speed shall be deemed to be complied with "if said rates are developed during a trial of four hours continuous steaming at sea in ordinary weather in water of sufficient depth to make the test a fair and just one, and if the vessels are

MAIL SUBSIDY BILL

PASSED BY HOUSE

CONTINUED FROM FIRST PAGE.

toward asperity, and Mr. Dunwell finally asserted that he "believed" he was in the chamber when his name was called, or should have been called.

"Say you were here," advised many of the Republicans around him, who could not be identified in the confusion.

Minority Leader Williams and other Democrats immediately objected to the vote being recorded, several of the latter positively declaring that the member from Brooklyn entered the chamber after the last roll call.

The Speaker repeated the question once more, and Mr. Dunwell, who by that time was a conspicuous figure, as a result of the enforcement of the Speaker's demand that members be seated, then answered that he was in the chamber when his name was called, or should have been called.

Had they taken advantage of the situation, as Mr. Dunwell did, and had the Speaker not voted in the negative, the result of the division would have been a tie; and had not several of the Democrats left the chamber after the first vote, Mr. Williams' motion to table would have prevailed.

Minority Leader's Statement.

After the battle had been fought and lost by the anti-subsidyists, the minority leader declared that the Democrats who absented themselves did so because they thought the matter had been settled by the first vote, and not because any of them favored subsidy, and were willing to bring it about by indirect means after going on the record against it. "However, we would have won had all the Democrats remained in the chamber," he said.

Representative Brooks, of Texas, attempted to have his vote recorded against the subsidy by pleading that, on account of illness, he was not in attendance early in the day, but had left his bed and come to the Capitol when sent for. The Speaker decided that he was not entitled to vote. According to Representative Brooks, Representative Garner, another Texas, had the House adjourned for his home, in Uvalde, under the impression that he was paired against the bill with Representative Butler, of Pennsylvania, and that he had agreed to pair with Mr. Garner.

Had he stipulated that the arrangement was not to become effective until today, the House would have been in session when he was boarding a train, but the Texas insisted that he was paired and did not return to the House.

Representative Watson, of Indiana, the Republican whip, and one of the most active supporters of the Littauer bill, said after the final vote that a Democrat had been in close consultation with him during the day, and intimated that that Democrat was responsible for the defection of some of the minority members. He refused to say who the Democrat was, however. He also made a statement which could not be intelligently and fairly construed as anything but an admission that Mr. Dunwell was not in the chamber when his name was called on either the first or the supplemental roll call on the motion of Mr. Williams to table the Littauer motion to reconsider.

Mr. Humphrey, of Washington, attempted to play politics by moving to strike out the provision for a line from the Gulf of Mexico port to Panama, saying he wished to ascertain whether certain members were opposing subsidy because the principle was obnoxious to them, or whether they would favor a line which might benefit their section. He found out what he wanted to know, for practically every Southern Democrat voted for the amendment, and provision for the line named went out—118 to 105.

Dilatory Tactics Adopted.

Mr. Sulzer offered an amendment providing that the vessels of the Pacific Coast line shall call at Mexican ports, but he was unable to give the name of any Mexican ports on the Pacific, and Mr. Littauer and other Republicans had much fun with him as a result.

At this juncture, it then being but a few minutes of 3 o'clock, the hour set for the vote, the Republicans commenced a campaign of dilatoriness. Mr. Sulzer's amendment was overwhelmingly defeated on a rising vote, but the subsidy leaders on the Republican side, although they had won in the division, demanded tellers. The reason for this was that they feared the result of voting on other amendments which might further emasculate the bill.

At first Representative Currier, of New Hampshire, who was in the chair, seemed inclined to refuse the request for tellers, but finally yielded to the demands of his party leaders, despite the obvious purpose for which those demands were proffered.

The voting by tellers ended just as the clock showed the hour of 3, the Sulzer amendment being defeated by 115 to 1. Mr. Sulzer refused to act as a teller for his side, and Mr. Payne, of New York, was named by the Chair to act for the

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minority, with Representative Littauer for the majority. All points of order that the demand for tellers was dilatory were overruled.

Then the committee rose, Chairman Currier reported to the House, and the voting, which has already been described, was commenced. Friends of subsidy attempted to get a vote in the House on the amendments adopted by the Committee of the Whole, but were charged to learn that the special rule under which the matter was being considered specially forbade this. One viva voce vote was had on Mr. Fordney's amendment to substitute a measure providing for a cargo subsidy and for the building up of a State militia reserve, but it was overwhelmingly defeated.

LOCAL ITEMS IN DISPUTE.

Sundry Bill Conferees Not Agreed on Parks and New Building.

The conferees on the sundry civil appropriation bill have reached an agreement on all but 19 of the 125 amendments added by the Senate. Those still in dispute include items for a three department building in this city, with an appropriation of \$3,000,000, and \$1,140,000 for local parks.

By the amendments agreed upon, \$2,288,387 is appropriated for purchasing the outstanding 4½ per cent bonds of the Panama Railroad, and \$720,000 for the Senate office building. The conferees also adopted the Senate amendment appropriating \$5,000 "to enable the President to ascertain when the conditions exist under which" by the recently enacted law for the exclusion of Japanese coming from Hawaii "it is made his duty to refuse to permit the aliens therein described to enter the continental territory of the United States."

FOUR-CENT FARE KILLED.

Transit Company's Takoma Line Authorized with Usual Charges.

The House bill which passed the Senate Thursday authorizing the Baltimore and Washington Transit Company to extend its tracks to connect from Takoma company on Fourteenth street extended, was amended by striking out the provision that there should be a 4-cent fare, and that eight tickets should be sold for 25 cents. It had been predicted that with the James amendments, providing for 4-cent fares, and eight tickets for 25 cents, remaining in the bill, the road would not be built. The bill is now in conference and is likely to become a law. No progress has thus far been made toward passing the Union Station bill, although Chairman Babcock says he will ask for a rule and try to secure the passage of the measure at some opportune time.

OBJECTS TO JIM CROW CARS.

Negro Woman Brings Race Question Before Interstate Commission.

The race question has been put up to the Interstate Commerce Commission. A complaint was filed in its offices yesterday by Georgia Edwards, a colored woman, of Chattanooga, Tenn., against the Nashville, Chattanooga and St. Louis Railway Company.

She objects to being compelled to associate with "drunken, cursing specimens of her own race" in the Jim-crow cars after paying a first-class fare. She claims this to be "undue discrimination against the colored race."

STATEMENT OF THE CONDITION OF THE

United States Fidelity and Guaranty Company, of Baltimore, Md.

On the 31st day of December, 1906, as required under District of Columbia Code, amended June 20, 1902.

Capital stock authorized.....\$2,500,000.00
Capital stock paid up, in cash.....1,700,000.00

ASSETS.
Cash in office.....\$52,647.21
Cash in bank.....\$75,337.21
Real estate.....\$21,643.34
Bonds and mortgages (first lien on real estate).....11,200.00
Stocks and bonds (market value).....1,902,596.65
Bills receivable and collateral loans.....17,384.20
Premiums uncollected and in hands of agents.....243,706.14
Interest due and accrued.....\$7,945.94
All other assets (due, receivable, and department, guarantee, attorneys).....\$2,098.86
Total.....\$3,706,392.76

LIABILITIES.
Net unpaid claims.....\$60,524.41
Reserve as required by law.....1,172,549.96
Re-insurance premiums.....1,367.69
Commissions, brokerage, &c.....17,384.20
Capital stock (due the year 1908).....1,700,000.00
Surplus.....365,837.21
Total.....\$3,706,392.76

Fidelity and surety and burglary:
Amount and character of business transacted during the year 1906.....\$2,361,718.13
Losses incurred during the year 1906.....\$7,902.81
Money received during the year 1906.....2,533,234.62
Expended during the year 1906.....2,225,118.79
GEO. A. CALLIS, Secretary.

Subscribed and sworn to before me this 11th day of January, 1907.